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POLICE COURT.

Thursday, 9th July.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

R. O. MEWEN COMMITTED FOR TRIAL.
The hearing was resumed of the charges against R. G. McEwen, inspector of markets, of accepting bribes to influence his conduct as a public servant. Mr. F. B. L. Bowley, Crown Solicitor, prosecutor, Mr. M. W. Wade, barrister-at-law, defended, and Mr. D. Piper, solicitor (Messrs. Johnson, Stokes, & Masters), watched the case on behalf of the poultry guilds of the Central and Western Markets and of witnesses called from these guilds.

Chief Detective-Inspector Hanson was called and formally examined by Mr. Bowley as to the statement the defendant made when charged. This corroborated the case for the prosecution, and in answer to his Worship the accused said he reserved his defence.

He was committed for trial.

Mr. Slade asked for bail for his client.

Mr. Bowley repeated his application for enhanced bail, and suggested two sureties of \$800 each.

Mr. Slade contested the application, and said he was at a loss to understand the necessity of the Crown in the matter. The defendant was fully prepared to meet the case against him in the Supreme Court; and to that end had reserved his defence, which in fact was a sufficient indication of his purpose.

While he did not think that the finding of two sureties of \$800 each would impose any hardship on the defendant, his Worship said he had first of all to find whether there was a case to answer. He had found there was, and he did not wish to do anything that might be construed as being an expression of opinion on the merits of the case. He therefore proposed to fix bail at the same amount as before—\$500.

ANOTHER BIRCHERY CHARGE.
N. A. Johansson, overseer of the Central Market, was charged on remand with accepting a bribe of \$10 to influence his conduct as a public servant. He pleaded not guilty, and was defended by Mr. Slade. Mr. Piper again watched the case in the interests of the poultry guild, and Chief Detective-Inspector Hanson prosecuted on behalf of the Crown.

Adam Gibson, Colonial Veterinary Surgeon, gave evidence as to the defendant's occupation and duties, and said he thought his salary was about \$80 per month, plus exchange compensation; he got five quarters.

Cross-examination—The defendant's conduct, so far as witness had seen, was always satisfactory.

Lam King Shan, accountant in a poultry-shop at 75, Central Market, deposed to having given the defendant a sum of \$10 on the day following Christmas last year. Besides the defendant and witness, there were present two friends of the latter. The defendant said "Thank you" when he received the money, which belonged to the poultry guild, as did a couple of boxes of cigars and two fowls that were handed over at the same time.

His Worship—Why did you give the defendant this money?

Witness—He always gave us trouble.

After cross-examination by Mr. Slade, U. Kam, master of the poultry-shop at 63, Central Market, and one of the two who accompanied the previous witness on the visit to the defendant, gave corroborative evidence.

He was followed by Ip Cheung, salesman at a poultry-stall, 64, Central Market. Ip Cheung was the third man of the party of which the last witness made two, and his statement was in entire consonance with theirs.

Lance-Sergeant Eames gave formal evidence as to the arrest of the defendant.

This was the whole case for the prosecution, and his Worship made an adjournment till the 16th inst. at 2.15 p.m., when the case will be further remanded to carry it over the Criminal Sessions.

WATERSPOUT IN PHILIPPINE WATERS.

From the Manila *Cable* of the 4th inst. we take the following:

Passengers on the coastwise steamer *Louisito* that arrived in Manila bay from Batangas the night before last, saw a gigantic waterspout of most unusual size and shape a few hours before entering this harbour. Attorney C. W. Ney, of Manila, was the only white man on the ship and he gives a very graphic description of the formation and appearance of the spout. Mr. Ney said: "We were steaming along off Point Santiago when I first noticed the formation of the water spout. At a distance, apparently about twenty miles, I saw a large, black cloud hanging low against the horizon. Presently a transparent, glistening mass began to form between the cloud and the sea. The so-called sun first sent its rays through the mist. But gradually the mass darkened until it was of equal blackness with the cloud. It was unlike any water-spout I ever saw. Instead of assuming a conical shape it rapidly became cylindrical and soon stood like a huge cylinder, like burnished black metal in the rays of the disappearing sun."

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of China* left Vancouver on the 6th inst., p.m., for Hongkong, via the usual ports of call.

The Indo-China steamer *Kwangsang*, from Calcutta and the Straits, left Singapore for this port on the 8th inst., at 1 p.m.

The N.P. steamer *Olympia* left Yokohama on the 7th inst. for Victoria and Tacoma.

The C.N. steamer *Shanghai* left Manila for this port on the 8th inst., and is expected here to-morrow at daylight.

The H.A.L. steamer *Alesia*, from Hamburg, left Singapore for this port yesterday morning, and may be expected here on the 15th inst., at daylight.

FOOCHOW.

Floods.

Great inconvenience was caused to business and shipping this week by the overflowing of the river. Both were at a stand-still for forty-eight hours. Brokers were unable to get about on account of the flooded state of the streets, and it was dangerous for cargo-boats to leave their moorings owing to the rapid current. The subsidence commenced yesterday and no doubt work would be resumed this morning.

THE RAINFALL.

June opened with a bright scorching sun and close tropical heat, night and day, but this premature burst of summer culminated in a thunder-storm on the 11th and since then the sun has scarcely been seen for the rain clouds. Judging from the long continuance of the rain and the flooded state of the country one was led to believe that the record of rainfall must be broken but this does not prove to be the case, as will be seen from the following figures of rainfall for the past 10 years, from the 1st June to the 2nd July, inclusive:—

Year	Inches	Year	Inches
1894	11.07	1899	8.29
1895	6.51	1900	10.05
1896	8.21	1901	12.01
1897	8.86	1902	4.00
1898	11.00	1903	12.50

The heaviest rainfall on any one day during these 10 years, was on the 23rd June, 1900, when 5.10 inches were registered; 3.30 inches fell on the following day, and the floods rose very rapidly, covering both the bridges.

THE KUCHENG TIGERS.

A letter from Miss Codrington opens a prospect of sport of the finest description to the lovers of the noble art in China. It is not frequently the case that an opportunity as is manifested in the letter. In India those who would slay the tiger must go far afield and spend considerable sums for their trophy of skin and skull. Here in China we have provided for us within thirty hours' journey from this port, as we hear too from independent sources, sport of the finest description ever longed for by the most ardent slayers of brute beast, and not only that, but the pursuit of the Lord of the Jungle will be furthered as far as the surrounding natives can help the sportsman whose aim it will be to bag their tiger and free the natives from their scourge. The usual difficulty encountered by would-be tiger-hunters in China is the lack of help to be obtained by the Chinese. In this case it would seem that guides and trackers will be willingly provided. We call attention to these facts for it is evidently not a mere reputation of the usual annual tiger scare of the district, and we are in hope that these letters may catch the eye of some of the experienced and ardent sportsmen of the other parts and that they may hereby be tempted to try their luck at Kucheng where sport is assured and where every assistance will be offered to them.—*Foochow Echo*.

THE "SUMNER" DISASTER.

Manila papers to hand contain further particulars of the disaster to the U.S. transport *Sumner* in the Philippines of which we have already published a special telegraphic account. She ran on a reef off the coast of Ambos Camarines some time during the fourth of July and she now lies opposite the pueblo of Mauban with several large holes in her bottom. Three of the bow compartments are filled with water, and while there is no danger of her sinking, it will be necessary for the vessel to be conveyed back to Manila, and possibly towed with the assistance of her own steam. The transport is low-low in the water.

Reports as to how the accident occurred are as yet meagre but enough is known to warrant the statement that the transport must be brought to Hongkong and repaired here in the dry-docks before she can make her trip to New York. This will be at least two months and possibly three. There is a bare possibility that the *Sumner*, now en route from San Francisco, may make the trip instead of the *Sumner*, but anything that is said about the proposed voyage is at this time mere speculation.

The 4th Infantry, which arrived in the Philippines on the *Logan*, was transhipped in Manila Bay to the *Sumner* and she went south a few days before to distribute the companies at various stations in that part of Luzon. She had put troops off at several places and was en route to Atimonan to drop Companies K and L, when she ran on the reef. The accident is believed to have occurred off Mauban or Daet. Apparently the accident occurred at partially low tide, because when high tide came in the vessel floated off the reef without incident further than the filling of the compartments where the immense steel plates had been punctured, and the settling of the vessel's bow. She now lies with her stern high in the air.

After its call at Atimonan the transport should have called at Daet and there put off Companies I and M for that station and Companies A and C for Nueva Caceres, the capital city of Ambos Camarines, together with the headquarters, field staff, and band of the regiment.

The *Ingalls* being in the harbour when a telegraphic report of the accident was received, that vessel was ordered to sail to the relief of the disabled transport. At the same time the chartered transports *Lal-loc* and *Proleta*, which are in southern waters in the vicinity of Ambos Camarines, were given telegraphic orders and continue the distribution which has been interrupted by the mishap, and pick up the troops of the 28th Infantry which are scheduled to return to the United States on the *Logan*, a duty which had been assigned to the *Sumner*. The *Sumner* has met with so many accidents of late that she is now regarded as a "hoo-doo" ship of the U. S. Army Transport Service. Her last trip from San Francisco incapacitated her refrigerating plant so as to delay her in Honolulu for a week and she had barely left the Hawaiian metropolis when her ice-plant broke down again. When she arrived at Manila all of her meats and vegetables had been thrown overboard, and while she was scheduled to return to the United States via the Suez almost immediately, she was compelled to lie at Manila for repairs and the *Kilpat* rich, which was stationed at Manila as an emergency transport, was sent over that course in her stead.

LATE TELEGRAMS.

[VIA POST DARWIN.]

THE SERBIAN ATROCITY—STEAD'S "MIRACLE."

Adelaide, 13th June.
Stead, the famous journalist and author, states that one of his clairvoyants predicted the terrible Serbian massacre which has just taken place in March last, and produced alleged proof of this statement.

15th June.
An autopsy of the bodies of the royal victims show no less than thirty bullet wounds in the King's head and body.

16th June.
Colonel Mischke states that fifty-nine persons were massacred in the royal palace; but other authorities place the number of persons slaughtered at fully two hundred.

The Sultan of Turkey is said to have been quite prostrated by the news of the awful tragedy. He refuses to listen to any of the gruesome details, and has issued a decree prohibiting all newspapers published in his dominions from doing more than refer to the matter. It is surmised the ghastly circumstances have aroused his fears by illustrating so vividly the fact that royal personages are not safe from murderous attack, even within the refuge of their own palaces and surrounded by their chosen guards.

17th June.
Nothing is stranger in history than the enthusiasm which is being manifested every where throughout Serbia over the dreadful tragedy which has just taken place. This feeling is so strong that Lieut. Javonovitch, a well-known Serbian officer, has committed suicide because he was not deemed worthy to be admitted a member of this band of assassins.

Queen Draga has left over half a million sterling, the bulk of which has been safely invested in the name of her sister.

THE KISHINEFF MASSACRE.

Adelaide, 15th June.
The Tear of Russia is displaying very active sympathy with the Jews in connection with the recent revelations of the horrible cruelties to which they are subjected throughout his dominions. He is taking steps to discountenance their terrorism, and expresses his intention of granting to Jewish citizens a wide extension of rights.

ANARCHIST ATTEMPT ON AUSTRIAN EMPEROR.
Adelaide, 15th June.
A man named Jacob Keich has been arrested in Vienna for an attempt to brain the Emperor Francis Joseph, who was driving through the streets. He was seized whilst in the act of raising the stick to strike.

A WHISKY SENSATION.

Adelaide, 15th June.
A sensational and fatal catastrophe has just occurred at Greenock, Scotland, where, as the result of an accident in a large whisky distillery, over a million gallons of spirit caught fire, the burning fluid running down the street and into the main sewers in a river of flame. The whisky mill was completely consumed, and several other properties along the route of the burning spout were set on fire. The excitement and alarm was increased by the fact that the burning spirit entering the sewers caused a tremendous explosion of sewer gas, resulting in an upheaval of the solid pavement at several points, killing seven persons and more or less injuring many others.

ANOTHER AMERICAN CATASTROPHE.

Adelaide, 17th June.
Latest American cables announce another sensational catastrophe in addition to the series of disasters which have recently been attracting world-wide attention. A huge cloud of the nature of a waterpout burst suddenly in the vicinity of the villages of Lexington and Neper [?], literally sweeping the majority of the buildings into oblivion and drowning, in a few moments, some 450 of the inhabitants.

JAPANESE CRUISERS VISIT AUSTRALIA.

The Sydney *Town and Country Journal* has some capital illustrations of the celebrations connected with the visit to Port Jackson at the beginning of last month of the three Japanese cruisers, *Isukushima*, *Matsushima*, and *Hashidate* under the command of Rear-Admiral Kanimura. It is of interest to note, says the *Journal*, that all three ships have had their baptism of fire, having been engaged in the war with China. They became prominent as great fighters. The *Matsushima* was engaged as flagship at the battle of Yalu, and the *Isukushima* was also in that battle. The former lost about 40 men from a shell from the Chinese warship *Ting Yuen*, while a lot more sensation was provided throughout the fight. An outbreak of fire occurred on board, and one of the guns had to be thrown into the sea. The marines, however, fought the fire, and prevented it reaching the magazines, thus saving the ship and all hands from certain destruction. The *Isukushima* was hit by three shells, receiving a lot of damage. The *Hashidate* was afterwards made flagship for Admiral Ito, but this vessel escaped without injury.

The *Isukushima* and *Matsushima* were built at La Seyne, in France, and the *Hashidate* in Japan. The three vessels being launched between 1889 and 1891. They are second-class cruisers, each having a displacement of 4,300 tons, and the following measurements:—Length, 295ft.; breadth, 50ft.; and draught, 21ft. 2in. Their engines are equal to 5,100 horse-power, and the armament consists of four 12-inch guns, six 12-inch quick-firers, six 12-inch quick-firers, six Hotchkiss machine guns, and four torpedo-tubes. A complete wireless telegraph system is provided on each vessel.

A grand review of troops was held at Centennial Park, Sydney, in honour of the visit of the squadron.

CHINA'S CURRENCY.

SIR ROBERT HART'S SUGGESTION.

The N.C. *Daily News* publishes the following special translation of a memorial containing suggestions concerning an uniform currency, presented to the Waiwupu by Sir Robert Hart, Inspector-General of Imperial Maritime Customs:—

1. While the various countries of the world possess a gold standard, China at the present day is still without it and yet continues the use of silver money. It is not because other countries have no silver money, but since gold began to have a steady value regulations were made for a fixed ratio between gold and silver. China not only has no gold currency, but her silver money even has no uniform weight or appearance, nor has she a fixed ratio of exchange between the two metals, so that whenever there is need for gold it must be obtained at market rates. For this reason people in China labour under the difficulty of fluctuating rates of exchange at various hours of the day. Moreover the silver dollars in use are limited in number, the balance of the currency being largely made up of silver ingots and lumps. These lumps and ingots of silver are merely so much silver in the mass, and in the barter for goods are much inferior to the silver dollar. During the past twenty to thirty years the output of silver-mines has been exceedingly great and much more than is needed for use by the various countries of the world, and it is increasing from year to year so that silver has become cheaper and cheaper and the purchase price as compared with gold gradually less and less. Hence it would be much wiser for China to maintain a gold standard instead of a silver one as at present since silver has dropped down to such a degree and moreover possesses no certain or uniform exchange, even within the limits of a single day. The hundreds of trades are all disastrously affected by the present state of the currency while the Government having to pay its foreign debts in gold, both country and people are being plunged into the depths of financial distress. The conditions pictured in the foregoing therefore compel one to seek some plan whereby they may be ameliorated, and so make it that China, while still using a silver currency, shall so fix an uniform exchange between silver and gold that there may be no danger of uncertain fluctuations. With this object in view I now proceed with my suggestions.

2. If the Chinese Government possessed a large quantity of gold this metal might be struck into gold coins and then a fixed exchange could be decided in their relation to silver money. This naturally would be an easy matter to put into force. But when we have no gold and only use a silver and copper currency, it becomes incumbent upon us to decide upon some method to bring about a fixed ratio of exchange between gold and silver. If it could be possible to do this by making only slight changes in the old methods of exchange, so much the better, as it would obviate the necessity of making the people suffer on both accounts. When there is no gold and yet it is determined to maintain a fixed ratio of exchange between gold and silver, it is necessary to create a silver currency of an uniform weight and fineness, and in quantities sufficient to meet the needs of the whole empire. To do this a Mint to strike these coins is of paramount importance and indispensable. The Central Government must establish a special Mint of its own which shall strike all the coins needed according to fixed regulations and no branch mints must be permitted to be established elsewhere. As for the proposal to start a Government Bank, while there are, of course, certain benefits and advantages obtainable from such an institution, as a matter of fact such a Bank can have little to do with the making of a fixed ratio in the exchange of gold and silver.

3. If it be decided to coin money to supply the currency needed for the whole empire it would be advisable to continue to retain the terms and weights of "tael," "mace," "candareen" and "li" (*Liung*, *Chien*, *Fin*, *Li*) as the people are accustomed to their use. But in minting the uniform currency it will be necessary that it should not only be accepted at a fixed value throughout the Empire, but be also recognised and accepted at a fixed value in exchange for gold in the other countries of the world. This must be the main object in view and is of greater importance than that of being the accepted currency in our own Empire. Hence the "tael" must be made of such a weight as to correspond in value to a certain amount of silver, which should be decided afterwards, with the object of making it a recognised coin in other countries. It has been recommended by certain persons that in coining the new currency the American dollar should be made the standard, because the American dollar has already a recognised and fixed value in relation to gold in other countries. Others again have also recommended that the new silver currency be made each into a piece of coin one Kuping tael in weight, because the present market rate of gold exchange is eight Kuping taels for £1 gold. Either of the above suggestions is feasible, and in making the new currency it should be made into four kinds, namely, one-tael, five-mace, two-mace-and-a-half and one-mace coins. Besides these silver coins there should be also struck two kinds of copper money namely ten-fen pieces and one-cash pieces (10 cash = one fen; one cash = one li). After the establishment of the Mint and the striking of coins of all kinds, it will then be time to decide when the new currency shall be launched upon the currency. No other coins should be permitted to circulate in the Empire after this.

(To be continued.)

PHOTOGRAPHIC

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THE SIBERIAN RAILWAY.

Dr. Robert Marshall writes to the N.C. *Daily News*—

It is now possible to travel from London to Shanghai and vice versa in 19 days provided one has the good fortune to catch the proper trains. From Shanghai this is simple enough as the fast steamers *Manchuria* and *Mongolia*, which leave Shanghai once a week, run in connection with the express from Dalny to Moscow; the "Extreme Orient Express" as it is called. In making the onward journey from London it is necessary to catch at Moscow the express that connects at Dalny with these steamers. The "Extreme Orient Express" leaves Moscow twice a week, on Wednesdays and Saturdays, at 10.40 p.m., and it is the Wednesday express which connects with the boat at Dalny and is therefore the one that passengers to Shanghai ought to take. Intending passengers should therefore leave London in time to arrive in Moscow on Wednesday. At the principal hotel there English is spoken and one can get all the information necessary about the trains. At Moscow one takes a ticket to "Mr. de Courcy" and there one takes a ticket to Dalny. It is impossible to get any reliable information about these trains in London. My own experience was an unfortunate one. "Cook's," to whom I applied first, were unable to tell me anything definite and referred me to the International Sleeping Car Co., in whose hands I unreservedly placed myself, with the result that I was dispatched via Vienna to Moscow, an expensive and circuitous route, caught a train there which did not go further than Irkutsk, where I spent two uninteresting days, and arrived in Dalny to find that the express boat leaves Dalny on Wednesdays and not Sundays as indicated in the Sleeping Car Co.'s very latest time table given me at Moscow. The mistake I made was in imagining that the Sleeping Car Co.'s trains were the only ones fit to travel by. There are others equally good. It is unnecessary to describe the trains between London and Moscow, as they are similar to those that are found all over Europe.

At present four express trains leave Moscow weekly for Irkutsk, but only two of these connect with the semi-weekly express train *de l'Asie* between Miosvoina and Dalny, and only the Wednesday one with the express steamers between Dalny and Shanghai and Nagasaki. They consist of 1st and 2nd-class sleeping cars and a restaurant car, and are most comfortable. The 1st-class cars are divided into two-berth compartments, those on the Sleeping Car Co.'s express being very luxurious, though the Russian cars will be found to be very satisfactory. The second-class cars are divided into four-berth compartments and are also very comfortable and are those which are most generally patronised. The restaurant cars, which are on every train, are very well fitted up and the food provided is good and very moderate in price. There is a bath in all trains between Moscow and Irkutsk and on every Russian train there is a piano in the dining car. The lavatories are very commodious and clean and there are two on each car on the Sleeping Car Co.'s 1st-class car; there is in addition a small lavatory between each two compartments. Each train carries its own electric plant and the lighting is extremely good. The train arrives at Baikal 71 days after leaving Moscow, and here passengers step off the train on to the large and powerful ferry-boat which takes them across the Lake to Miosvoina, where the Dalny express awaits them. The passage occupies four hours and all the arrangements for transit are as satisfactory as obtain at Dover and Calais. The train from Miosvoina to Dalny is an extremely good one. The beds are very comfortable, the electric light is most excellent and the food provided in the very elegant dining car is extremely good and moderate in price. The train I travelled in was one of the best I have ever been on and the "Chef de Train" was a most amiable and obliging official. On all the trains and at all stations the officials are very obliging, and ignorance of the Russian language does not seriously inconvenience one, as French, German, and a little English are generally spoken.

Except as regards speed these trains are as good as any in the world and their comparative slowness ensures a freedom from jolting and dust which is not without advantage in a long railway journey, while the frequent stops for considerable periods at the station afford one plenty of opportunity for exercise.

In regard to baggage 40 lbs. is allowed free in the baggage car, where it travels in perfect safety and the charge for excess is not unreasonable. In addition to this one is permitted to take a very considerable amount of personal effects in handbags (e.g. Gladstones) with one in the sleeping compartment. At Lake Baikal there is no annoyance experienced in the transfer of one's baggage from train to steamer and from steamer to train, it being only necessary for passengers to supervise the transfer of their baggage they have actually with them in their sleeping compartment. The journey is a very pleasant one and the scenery is never without interest and is in many places very beautiful. From start to finish the trip presents no difficulties of consequence and is one that might with perfect confidence be undertaken by ladies

either alone or with children, as except at Baikal there is no need to leave the train for anything. Fresh milk and eggs can be purchased at almost every station and English books, Tauschitz edition, are to be found at most of the large bookshops between Moscow and Baikal. The cost of a first-class fare from London to Shanghai is about £46, second-class being £12-£14 cheaper, and 10s. a day is ample for food and all incidental expenses. Manchuria is an exceedingly beautiful and fertile country and the view afforded from the train of the extensive and elaborate preparations its present occupants are making to render their stay there permanent could not fail to be instructive to some of our confiding diplomats.



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NEW ADVERTISEMENTS

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WING LEE & CO., Proprietors. Hongkong, 10th July, 1903. [1979]

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EDWARD A. IRVING, Inspector of Schools. Hongkong, 10th July, 1903. [1992]

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COMPRADORE DEPARTMENT, Nippon Yusen Kaisha. Hongkong, 10th July, 1903. [1980]

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For Freight or Passage, apply to DOUGLAS LAURENCE & CO., General Managers. Hongkong, 9th July, 1903. [1975]

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CONSIGNEES per Company's Steamer

"MACHAON"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the wharves of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on or after the 10th inst.

Optional Cargo will be loaded, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 16th inst.

No Claims will be admitted after the Goods have left the steamers Godown and all Goods remaining undelivered after the 16th inst. will be subject to suit.

All Claims against the Steamer must be presented to the undersigned on or before the 3rd inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents. Hongkong, 9th July, 1903. [1912]

EUROPEAN AND JAPANESE WRESTLING.

FIRST-CLASS WRESTLING bouts in

European and Japanese styles take place at PRAYA CENTRAL (opposite Central Market), at 8 P.M. daily, and until further notice. Challenges accepted.

Prizes:—1st Class, \$2; 2nd, \$1; 3rd, 50 cents. S. NARUMI. Hongkong, 26th June, 1903. [1946]

PROTECT YOUR OWN OLD AGE

You guarantee for yourself a quarterly income for LIFE.

DON'T Protection for your family too if you die.

WAVE The Continuous Instalment Endowment accomplishes both.

TO DIE TO WIN

THE EQUITABLE.

(HENRY B. HYDE, Founder. F. KIBBE, Manager. 1848)

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions from Mr. W. G. STACKWOOD to Sell by Public Auction, TO-DAY (FRIDAY), the 10th JULY, 1903, at 2.30 P.M., within his residence No. 1, BARROW TERRACE, Kowloon, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE (Particulars as per Catalogue). TERMS:—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 9th July, 1903. [1958]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on WEDNESDAY, the 15th JULY, 1903, commencing at 11 A.M., at the Godowns No. 4 & 8, CROSS LANE, Wanchai, A LARGE AND VARIED ASSORTMENT OF MACHINERY, including:—MARINE ENGINES, BOILERS, LATHE, SLOTTING and DRILLING MACHINES, &c. (Further Particulars from Catalogue, now ready). On View from 8th July. TERMS:—Cash on delivery.

GEO. P. LAMBERT, Auctioneer. Hongkong, 25th June, 1903. [1823]

INTERNATIONAL HAIR-DRESSING SALOON.

THE Undersigned has purchased the above business, and will henceforth carry on same on his account. HAIR-CUTTING, SHAVING, &c., executed at reasonable rates by experienced barbers. Boots, Shoes, Manicures and Cigarettes on sale at very moderate prices. Shortly expected a large consignment of best Perfumery and Toilet Requisites from London, Paris and America, which will be offered on sale at very cheap prices.

V. ATIENZA, Proprietor. Hongkong, 9th July, 1903. [1897]

FOR SALE.

THE Composite Steam Launch "LILY," property of the P. & O. S. N. Co. Built by the Hongkong and Whampoa Dock Co., Ltd. For Particulars, apply to Mr. D. MACDONALD, 13, Crossfield Arcade.

E. A. HEWITT, Proprietor. P. & O. S. N. Co. Hongkong, 1st July, 1903. [1896]

DOCTOR, with highest London Degrees.

would give his services free as S-I-P-S DOCTOR for passage home, from Hongkong, via America, to Southampton.

Reply to—DOCTOR, Care of Daily Press Office. Hongkong, 6th July, 1903. [1937]

WANTED.

A RESIDENCE OF SIX ROOMS or more in healthy district or Kowloon.

Apply to—H. H., Care of Daily Press Office. Hongkong, 8th July, 1903. [1956]

SITUATION WANTED.

ENGLISH GENTLEMAN at present in Government Service seeks position of confidence as Secretary or Adviser to Minister or high Official. Has travelled much. Speaks several European languages. Highest possible references.

Apply in first instance to—"UBIQUE," Care of W. Watson & Co., Bankers, Bombay. Hongkong, 1st July, 1903. [1894]

WANTED LESSONS.

A GENTLEMAN on the PEAK wishes to take FENCING LESSONS.

Apply to—P. L., Care of Daily Press Office. Hongkong, 8th July, 1903. [1835]

WANTED.

A BRITISH TEACHER for a Private School in the Colony.

Apply to—M. M., Care of Daily Press Office. Hongkong, 8th July, 1903. [1963]

WANTED.

HOUSE or THREE ROOMS, Furnished or Unfurnished.

Apply to—OMRAH, Care of Daily Press Office. Hongkong, 6th July, 1903. [1936]

WANTED AT ONCE.

A EUROPEAN LADY'S MAID, willing to travel. First-class References required.

Apply in writing in the first instance to—A. Z., Care of Daily Press Office. Hongkong, 4th July, 1903. [1926]

WANTED TO LEASE.

A FURNISHED HOUSE, well located, with Three or Four Bedrooms. Will take for six or eight months from August 1st or 15th.

Reply to—P. O. 171. Hongkong, 7th July, 1903. [1945]

CHEONG SHING.

CHINESE EXPORTERS.

DEALERS IN JEWELLERY, DIAMONDS, PEARLS, PRECIOUS STONES, SILKS, IVORY WARES, EMBROIDERIES AND CHINESE CURIOS.

Wholesale and Retail. Prices very moderate. No. 39, QUEEN'S ROAD CENTRAL (Opposite Messrs. C. J. GAUPP & Co.). Hongkong, 16th May, 1903.

AUTOMATIC MAUSER PISTOLS.

With CALIBRE 7.65 mm. With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS. SIEMSEN & CO. Hongkong 3rd October, 1900. [6]

PUBLIC COMPANIES

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the FOURTEENTH ORDINARY MEETING of the SHAREHOLDERS will be held at the COMPANY'S OFFICES, No. 4, QUEEN'S ROAD CENTRAL, 2ND FLOOR, on MONDAY (SATURDAY), the 11th JULY, at 12.30 P.M., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1903, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 27th instant to the 11th prox., both days inclusive. By order of the Board of Directors, GIBB, LIVINGSTON & CO., Agents. Hongkong, 22nd June, 1903. [1782]

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CHINA LIGHT AND POWER COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, No. 14, DES VŒUX ROAD CENTRAL, Victoria, Hongkong, on MONDAY, the 13th day of JULY, at 11 in the FORENOON, when the proposed Resolutions which were passed at a meeting held on 27th June, 1903, will be submitted for confirmation as Special Resolutions:—

1. "That the capital of the Company be reduced from \$300,000 (divided into 15,000 shares of \$20 each) to \$150,000 (divided into 15,000 shares of \$10 each) and that such reduction be effected by reducing the nominal amount of all the shares in the Company's capital from \$20 to \$10 per share."

2. "That after such reduction the capital of the Company be increased from \$150,000 (divided into 15,000 shares of \$10 each) to \$300,000 (divided into 30,000 shares of \$10 each) by the creation of 15,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company in the ratio and proportion of one new share for every old share in the Company held by the respective shareholders thereof."

3. "That in consideration of the guarantee and undertaking now given by Messrs. Shewan, Tomes & Co. (the General Managers of the Company) and testified by their signature, hereto (and to be further testified by the execution by the said Shewan, Tomes & Co. of a separate instrument of guarantee to be executed contemporaneously with the Debenture Trust Deed or Mortgage hereinafter referred to and to be held by the Trustees thereof) to be appointed as hereinafter mentioned that the dividend for the years 1903, 1904 and 1905 in respect of the new shares referred to in the second of the preceding resolutions shall not fall below the rate of 6 per centum per annum in each and every one of the said three years the said Shewan, Tomes & Co. as such General Managers as aforesaid be and they hereby are authorised to issue Debentures to the amount of not more than \$200,000 on the property of the Company to be secured by a duly executed Mortgage hereinafter referred to and to be held by the Trustees thereof to the said Shewan, Tomes & Co. may by writing under their hand appoint. The said Debentures to be issued in the shape of Bonds for \$1,000 or \$100 each at the Debenture holders' option respectively but so that the aggregate amount in value of such Debentures taken together shall not exceed the sum of \$200,000. The Bonds and in respect of the said Debentures may be issued at a discount not exceeding 25 per cent. on the face value thereof but so that the holders respectively of such Debentures shall not be entitled to be repaid more than the face value thereof. The said Debentures to bear interest at the rate of 8 per cent. per annum to be computed from the date of actual issue to the respective holders thereof and to be repayable within 5 years from and after the date of such actual issue in manner following:—That in respect of the amount paid in respect of any of such Debentures shall be repayable during the first three years following the date of the actual issue thereof but upon the expiration of such period of three years there shall be repaid in respect of each Debenture to each and every holder thereof

(a) "One quarter of the amount paid in respect thereof within six calendar months following the expiration of the said period of three years"

(b) "One quarter of the amount paid in respect thereof within twelve calendar months following the expiration of the said period of three years"

(c) "One quarter of the amount paid in respect thereof within eighteen calendar months following the expiration of the said period of three years"

(d) "One quarter of the amount paid in respect thereof within twenty-four calendar months following the expiration of the said period of three years"

SHEWAN, TOMES & CO., General Managers. Hongkong, 27th June, 1903. [1856]

TEBRAU PLANTING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SEVENTH GENERAL MEETING of SHAREHOLDERS in the above Company will be held in the COMPANY'S OFFICES, 38 and 40, QUEEN'S ROAD CENTRAL, on TUESDAY, 14th JULY, 1903, at NOON, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts for the year ending 30th April, 1903. The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 21st July, inclusive.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 1st July, 1903. [1994]

THE CANTON LAND COMPANY, LIMITED.

THE FIFTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held in the COMPANY'S OFFICE, No. 14, DES VŒUX ROAD, HONG KONG, on SATURDAY, the 18th JULY, 1903, at 11 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 30th June, 1903. The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 18th JULY, 1903, both days inclusive.

SHEWAN, TOMES & CO., General Managers. Hongkong, 6th July, 1903. [1968]

NOTICES OF FIRMS

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

THE OFFICES of the above Company have been OPENED at No. 35, QUEEN'S ROAD CENTRAL, 2ND FLOOR, Hongkong, 21st March, 1903. 924

CHINESE AMERICAN COMMERCIAL COMPANY, 司公美華

IMPORTERS, EXPORTERS AND MANUFACTURERS.

THIS Company's Offices are Established at Nos. 20 and 21, CONNAUGHT ROAD opposite Douglas Pier, Hongkong, 1st May, 1903. [1321]

HONGKONG JOCKEY CLUB.

A MEETING of Members intending to Subscribe for GRIFFINS for the next Race Meeting will be held in the HONGKONG HOTEL, on THURSDAY, next, the 16th JULY, instant, at 4.30 P.M. Every intending Subscriber is requested to be present.

By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 9th July, 1903. [1970]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that THE AMERICAN TOBACCO COMPANY having a place of business at No. 111 Fifth Avenue City County and State of New York United States of America have on the 22nd day of May, 1903, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARK, viz.:

A substantially circular disk or ring bearing or enclosing two smaller substantially circular disks or rings arranged side by side.

In the name of the said THE AMERICAN TOBACCO COMPANY who claim to be the sole proprietors thereof.

The TRADE MARK has been used by the Applicants in respect of the following goods in class 43, viz.:

Tobacco whether manufactured or unmanufactured.

A facsimile of such TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 22nd day of May, 1903. DEACON & HASTINGS, Solicitors for the Applicants. 1893

WANG HING, JEWELLER.

has REMOVED to No. 10, QUEEN'S ROAD CENTRAL (opposite Messrs. KELLY and WALSH) and has also kept his old Shop as a Branch Establishment, named WANG HING & CO. Hongkong, 23rd March, 1903. [472]

ON the 10th JULY, on which the CHINESE GRAND PROCESSION takes place at Macao, the S. S. "WING CHAI" will leave there for Hongkong at 7 P.M.

No Gambling will be allowed on board our ship.

SAM WANG & CO., LD. Hongkong, 6th July, 1903. [1938]

EXCURSIONS TO MACAO.

THE fast and commodious Steamship "WING CHAI" will leave her Wharf, opposite Central Market, EVERY SUNDAY (during the Summer months) at 8.30 A.M., returning at 8 P.M., or later.

FARE:—Return Ticket, including Tiffin and Dinner (either on board or at Macao Hotel) \$5. A matched for sea bathing, both for Ladies and Gentlemen, is provided, and bathing clothes, &c., provided at a reasonable rate.

SAM WANG & CO., LD. Hongkong, 30th June, 1903. [1756]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the following Certificates for Shares of the Bank issued in Hongkong in the name of THOMAS CHILD HAYLLAR, No. 75 dated 18th July, 1871 for 2 Shares Nos. 26498 and 26499; No. 3871 dated 30th Sept. 1871 for 4 Shares Nos. 3892/5; No. 189 dated 19th Feb. 1872 for 4 Shares Nos. 21955/8; have been LOST, and should the same not be produced before the 3rd day of August next, Duplicate Certificates will be issued to the said THOMAS CHILD HAYLLAR, and no transaction taking place under the aforesaid Share Certificates, Nos. 75, 3871 and 189, will be recognised by the Corporation.

J. R. M. SMITH, Chief Manager. Hongkong, 3rd July, 1903. [1919]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF 12th NOVEMBER, 1896.

SUBSCRIBED CAPITAL, Shanghai Tls. 5,000,000 PAID-UP CAPITAL " " 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES: Hankow, Peking, Tientsin, Chungking, Singapore.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

INTEREST ALLOWED ON DEPOSITS: At 2% per annum on Current Account daily balances.

3% per annum on Fixed Deposits for 3 months

4% " " " 6 " " "

5% " " " 12 " " "

E. W. RUTTER, Manager. Hongkong, 1st January, 1901. [23]

BANKS

THE BANK OF TAIWAN (FORMOSA), LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORISED CAPITAL Yen 5,000,000 PAID-UP CAPITAL " 2,500,000

HEAD OFFICE: TAIPEI, FORMOSA. HONGKONG OFFICE: 4, QUEEN'S ROAD (Facing Duddell Street).

BRANCHES:—AMOI, KOBE, TAINAN.

HONGKONG—INTEREST ALLOWED. On current account at the rate of 2 per cent. per annum on the daily balances.

On fixed deposits for 12 months 5% per annum

" " " 6 " " "

" " " 3 " " "

" " " S. SHIGENAGA, Agent. Hongkong, 2nd February, 1903. [1324]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.

Capital paid in, Gold \$4,000,000 \$820,000

Surplus (Reserve) Gold \$4,000,000 \$320,000

Total Gold \$8,000,000 \$1,140,000

Capital & Surplus authorized, over \$10,000,000 = \$2,055,000.

LONDON BANKERS:

THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Corporation buys and sells Bills of Exchange, issues Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Account at the rate of 2 per cent. per annum on the daily balances, and on Fixed Deposit as follows:

For 12 months, 4 1/2% per annum.

" " " 4 " " "

" " " 3 " " "

HONGKONG BRANCH, 20, DES VŒUX ROAD CENTRAL. CHARLES R. SCOTT, Manager. Hongkong, 23rd May, 1903. [1248]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1854. HEAD OFFICE—LONDON.

CAPITAL PAID-UP £300,000

RESERVE LIABILITY OF SHAREHOLDERS £800,000

RESERVE FUND £725,000

HONGKONG
BUSINESS DIRECTORY.

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work
FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

CHEONG LEE & CO., Furniture Store.
Established over 20 years. Importers and
Exporters, Teakwood Furniture, Black-
wood, Jewellery, &c., highest grade,
best and cheapest. 8, Queen's Road
Central.

JEWELLERS

MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and London.

PHOTOGRAPHER

M. MUMEY, JAPANESE ARTIST.
Bromide and Cyanotype Enlargements and
also coloring Photos and Relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8A, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision
and Coal Merchants, Sole Agents for
Hartmann's Habitus's Genuine Com-
position Red Head Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware Engineers,
Tools, Brass and Iron Merchants,
144, Des Vaux Road.

MOORE & SEYMOUR,
25 and 26, Canaught Road, Praya Central.
Shipchandlers, Sailmakers, Riggers,
Commission Agents and General
Storekeepers; Sole Agents for
Shipowners' Composition (Gray-
hound Brand) and Blum's
Spence & Co.'s Composition.

WATCHMAKERS

OREOZ & CO.,
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

TO LET

NO. 12 ARBUTHNOT ROAD. Six-
Roomed House.
Apply to—
E. A. DE CARVALHO,
C. F. DE CARVALHO
Hongkong, 3rd July, 1903. [1914]

TO BE LET FURNISHED.

"TAN MOR" (West), PEAK ROAD.
Apply to—
MAJOR TUDOR, R.E.,
or
**HUMPHREYS ESTATE & FIN-
ANCE COMPANY, LD.**
Hongkong, 18th June, 1903. [1902]

TO LET.

**FROM August 25th, COSMOPOLITAN
HOUSE (Unfurnished), 13 Large
Rooms, Kitchen, etc., etc.**
Apply—
MANAGER,
Wm. Powell, LD.
Hongkong, 30th June, 1903. [1867]

TO LET—WITH IMMEDIATE POSSESSION.

**TWO SUITES OF ROOMS in the Ground
Floor of the Hongkong Club Annex,
suitable for Offices.**
Apply to the undersigned.
C. H. GRACE,
Secretary,
Hongkong Club. [1757]

TO LET.

**NO. 3, DUDELL STREET, ground
floor.** Suitable for Offices or Office and
Godown.
Apply—
**SOUTH CHINA MORNING
POST," LD.,**
Cannaught Road Central.
Hongkong, 27th June, 1903. [1849]

TO LET.

**FIRST FLOOR No. 8, QUEEN'S ROAD
CENTRAL.** Suitable for Office.
Apply to—
IP LAN CHUEN,
Care of Mr. A. M. Essaboy,
Nos. 7 and 9, Zetland Street.
Hongkong, 11th June, 1903. [1889]

TO LET.

**NO. 17, SEYMOUR ROAD or WOOD-
LANDS WEST to Rent from 15th
JUNE.**
Apply to—
E. H.,
Care of Daily Press Office.
Hongkong, 16th May, 1903. [143]

TO LET.

**GROUND and 2ND FLOORS of No. 3,
OLD BAILEY.**
No. 10, SEYMOUR TERRACE.
No. 13, MOSQUE JUNCTION.
No. 43, CAINE ROAD. Nine-Roomed
Corner House, \$160 exclusive of Taxes.
Nos. 1 and 3, CORONATION
TERRACE. Six-Roomed Corner Houses,
\$100 each including Taxes.
FOUR-ROOMED HOUSE on Upper
Levels, fully furnished, for Six Months.
And others to suit various requirements.
S. A. SETH,
Land and Estate Broker.
Hongkong, 6th July 1903. [1396]

TO LET.

**NO. 2, "MAGDALEN TERRACE,"
MAGAZINE GAP.**
Apply to—
SPANISH PROCURATION.
Hongkong, 1st July, 1903. [78]

TO LET.

PRAYA EAST. Spacious Two-storied
and Single-storied Godowns. Suitable
for Yarn or Cane.
Also Land for Coal storage.
Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, 31st March, 1903. [1006]

TO LET.

**FLATS in MORETON TERRACE,
CAUSEWAY BAY, facing the Polo Ground.
No. 2, HIPON TERRACE (in FLATS).
GODOWNS at BOWMANSTOWN (PRAYA
EAST).
HOUSES in LEIGHTON HILL ROAD.
Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, 8th June, 1903. [71]**

TO LET.

**TWO GODOWNS, Nos. 2 and 4,
MATHESON STREET, Wanchai.
No. 5, STEWART TERRACE, PEAK.
Furnished, from 5th June to 31st August, 1903.
"WESTBOURNE VILLA," North
BONHAM ROAD.
"BISNEE VILLA," POKFULUM ROAD.
For terms and particulars, apply to—
LINSTEAD & DAVIS.
Hongkong, 3rd July, 1903. [1046]**

TO LET.

**2ND FLOOR, No. 25, DES VEAUX ROAD
CENTRAL.**
Apply to—
DANG CHEE, SON & CO.,
25, Des Vaux Road Central.
Hongkong, 2nd July, 1903. [1898]

TO LET.

"FERNSIDE," ROBINSON ROAD.
Apply to—
E. M. HAZELAND.
35, Queen's Road Central.
Hongkong, 24th June, 1903. [181]

TO LET.

**NO. 1 CAMERON VILLAS (PEAK).
A Six-Roomed Bungalow in first-class
condition.**
Apply to—
LINSTEAD & DAVIS.
Hongkong, 24th June, 1903. [1813]

TO LET.

**FURNISHED HOUSE, 4, KNUSTFORD
TERRACE, for Two or Three Months
from about middle of July. Piano, Tennis Court
and Ricksha. Only household expenses required.**
Apply—
A. A. W.,
5, Knustford Terrace, Kowloon.
Hongkong, 30th June, 1903. [1771]

TO LET.

**TWO SPACIOUS GODOWNS—Nos. 35
and 36, PRAYA EAST.**
Apply to—
H. N. MODY,
Victoria Buildings.
Hongkong, 2nd December, 1902. [82]

TO LET.

**"HARTLEY" and "WESTLEY,"
UPPER RICHMOND ROAD,
"STONY BROOK," LOWER RICHMOND
ROAD.**
Apply to—
LAU CHU PAI,
Care of A. S. Watson & Co., LD.
Hongkong, 2nd June, 1903. [180]

TO LET.

**TWO SPACIOUS NEW GODOWNS,
very suitable for Dry Goods.**
Apply to—
W. LYSAGHT,
153, Wanchai Road.
Hongkong, 15th April, 1903. [1163]

TO LET—UNFURNISHED.

"COOMBE" MAGAZINE GAP.
Apply—
Daily Press Office.
Hongkong, 16th February, 1903. [542]

TO LET.

**2, SPACIOUS ROOMS at No. 15,
BELLIOS TERRACE, with Bath-
room and Kitchen. Rent very moderate.
Immediate Possession.**
Apply to—
S. T. J.,
Care of Daily Press Office.
Hongkong, 6th July, 1903. [1933]

TO LET.

**ONE FIRST-CLASS SPACIOUS
GODOWN at West Point.**
Apply to—
"GODOWN,"
Care of Daily Press Office.
Hongkong, 16th June, 1903. [1719]

TO LET.

18, ROBINSON ROAD.
Apply to—
AHMED RUMJAHN,
62, Queen's Road.
Hongkong, 1st July, 1903. [1856]

TO LET.

**MRS. GILLANDERS,
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th March, 1903. [915]**

TO LET.

**"TANG YUEN,"
BOARDING ESTABLISHMENT.
SUMMER RATES. European Super-
vision. Excellent Cuisine and Accommodation.
Apply—
MANAGERESS,
Maddison Road,
or
FAIRALL & CO., Queen's Road.
Hongkong, 2nd March, 1903. [681]**

TO LET.

**COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
H. J. ong, 1st January, 1892**

SCIENTIFIC MISCELLANY.

**AN USEFUL APPARATUS—BRITTLE GOLD—
CASTOR OIL IN AN ANCIENT EGYPTIAN—RESISTANCE
TO TRACTION—A COLLECTION OF SLUGS—
THE NEW EGYPTIAN FOSSIL—PEAT COKE—
THE FIRST SIGHT—SPEAKING CANDLES.**

A recording thermometer described by an
English physicist consists essentially of a flat-
tened brass tube bent into a nearly complete
circle eight inches across, and filled with cre-
sote, one end of the tube being attached to a
stand and the other to a lever moving a pen on
a recording drum. A change of a Fahrenheit
degree deflects the pen about an inch, a
continuous record of the changes being marked
on the paper covering the revolving drum. The
thermometer is converted into a regulator for
giving uniform temperature for days and weeks
by substituting an electric contact for the pen,
the closing of the circuit being made to turn
on more current if the heating is by electricity
or to regulate the gas-supply if a stove is used.
With such a regulator the temperature of a
room containing a ruling engine was kept for
five days at 60 deg., with no greater deviation
than a fifth of a degree.

A curious failure of the gold used in British
coinage has been brought to notice by Dr. J. K.
Rose. This metal is an alloy of 91.6 per cent
of gold and 8.3 per cent of copper, and it is
made so brittle as to be unfit for use by the
presence of minute traces of such impurities
as tellurium, lead, bismuth, etc., although
considerably larger quantities of the same
elements, except bismuth, do not affect the
ductility of fine gold. The effect of the
impurities is counteracted by adding copper
oxide.

Seeds of the castor oil plant are surprisingly
common in Egyptian tombs. Prof. Lurit, a
recent French investigator, finds that some seeds
from Thebes must be at least 3,000 years old,
and from an ancient pyramid concludes that the
oil was used for much the same purposes as now.

The Kew Herbarium, begun fifty years ago,
is estimated to comprise considerably more than
2,000,000 specimens, attached to 1,300,000 sheets.

In his important experiments upon the
resistance of road vehicles to traction, Prof.
Hole-Shaw measures the pull upon a single
wheel drawn behind a motor car. A castor
frame six feet long is arranged for receiving
any wheel to be tested, with weights for giving
any desired load, and the pull exerted upon the
wheel is transmitted by a system of levers to a
hydraulic plunger, which through the com-
pression of enclosed water moves the pen of the
recording apparatus. This apparatus, carefully
mounted to avoid vibration, includes a drum
carrying a paper band 8½ inches wide, with
a pen near one edge of the paper that registers
the tractive effort in pounds and a pen upon
the other half that records the speed in miles
through the revolution of the wheels of the
car. The tests thus far have shown that the
pull is fairly proportional to the load, but with
pneumatic wheels on a macadam road the in-
crease with velocity was slight while it was
rapid with iron-shod wheels running over
paving-stones.

Of the slugs, or long breathing snails with
too small or internal shells or none at all, about
1,000 species and 500 varieties have been de-
scribed. Most of these have been brought
together by Walter E. Collinge, an English
collector, who shows specimens ranging in
size from that of a grain of wheat to a length
of a vermicelli, and in colouring from dull
repulsive tints to the gorgeous hues of the
butterfly. All slugs lay eggs, the numbers
varying from ten to a hundred or more and
the sizes from that of a pin-point to that of
a "sparrow's egg." A beautiful and very rare
South African species is a veritable tiger
among its kind, preying savagely on other
slugs and on insects, and several other species
are carnivorous and friends of gardeners.

The Arsinotherium, the new fossil monster
of Egypt, had a head nearly a yard long, with
a pair of small horns near the eyes and an
enormous double bony horn on the nasal
region. Prof. E. Ray Lankester, however,
finds that it differs from the rhinoceros and
was probably descended from the early ele-
phants.

For the polyglot technical dictionary of
Dr. H. Jensen one and a quarter million words
have been collected already, six being given by
German, French, English, and American
students.

Peat from the bog contains 85 per cent. of
water with only 15 per cent. of combustible
matter. To condense the material into an
efficient fuel has long taxed the ingenuity of
inventors, and General-General Mason of Ber-

lin reports that the process of C. Schliekyson
has been worked since 1859, having been put in
operation in Russia, Holland, Hungary,
Switzerland, and Germany, with constant im-
provement in details. The peat is ground,
air-dried and kiln-dried, until the water is
reduced to 15 to 18 per cent. Pressing into
bricks with heat gives increased value, and
another improvement is the addition of bitumi-
nous coal-dust, anthracite culm or sawdust
to the peat-pulp. A more modern and scienti-
fic process is that of Martin Ziegler. The peat
is converted into coke in closed ovens, the
waste gases furnishing heat for both the coking
and the preparatory drying, and the product
is a hard, black, smokeless fuel, selling in
Germany at an equivalent of \$10 to \$13 per
ton. It is a high-grade coal, especially prized
for various metallurgical purposes. Peat-coke
is now made at Raskino, Russia, and extensive
factories are to be established in Germany.

The sensation of seeing for the first time is
difficult to imagine. A man of thirty, blind
from birth, has been successfully operated on
in Glasgow, and on being told to look he is ears
directed him to the source of the sound, when
his recollection of what he had felt upon him-
self showed him that he must be looking upon a
mouth and a face—those of the surgeon. The
first sight of yellow made him feel very sick,
but red gave him pleasure.

Electric arcs have been made by several physi-
cists to speak or act as telephone-receivers. Two
Russians make an ordinary flame speak by
leading wires from the secondary of an induction
coil to Bunsen burners, paraffin lamps or short
candles, a microphone and battery being placed
in a shunt to the primary circuit of the coil.
On speaking to the microphone, even from a
hundred feet away, the flame repeated the
sound.

A TRUE STORY.

England is a long way off and fifty-three
years is rather far in the past; still there are
a few people among us able to recall what the old
country was like in 1850, the year of the incident
to be related.

At that time there lived in a detached cottage
near an English cathedral city a very eccentric
bachelor. He had formerly been wealthy, but
having dissipated the greater part of his fortune,
he went to the other extreme, and not only
became a testotaller but almost denied himself
the necessities of life. For years he kept
himself a prisoner in his cottage, his only
companions being two ferocious bull dogs named
Beer and Whisky.

Two tramps, who chanced to hear that this
singular recluse was very well off, and that he
was never without beer and whisky, resolved to
rob him. Accordingly they one night broke
into the lonely man's cottage, and immediately
discovered that the Beer and Whisky therein
were of quite different brands than they had
expected to find. One of the tramps, fleeing in
mad terror from the dogs, fell into a mill stream
and was drowned. His companion, badly bitten,
just managed to climb a tall fence, but fell over it
and fractured his skull, so that he died the
next day.

The incident caused much excitement at the
time, and it had scarcely subsided when the
local shopkeeper reported that the only answer
he could obtain to his knocking was the growls
of Beer and Whisky; whereupon the police
broke into the cottage and discovered the old
man—dead. The inquest was remarkable for a
dispute which it occasioned between two doctors.
One maintained that death was the result of
fright at the recent attempted robbery; the
other, that he died from chronic indigestion
brought about by improper diet and want
of exercise, he not having been outside his cot-
tage for eighteen years. The discussion was
taken up by the giants of the medical profession,
and ably debated, the conclusion reached being
that indigestion is a disease arising from in-
finitely numerous causes, and itself productive of
complaints hardly less numerous. But it was
not then known (as it has been now for thirty-
five years) that indigestion has one sure cure,
viz. Seigel's Syrup.

Mr. D. C. Blackie, of Post Office Chambers,
Auckland, N.Z., has not kept within his house
for eighteen years. On the contrary, he is a
traveller and knows the world well. Writing
on 16th March, 1903, Mr. Blackie observes:
"For years I was a martyr to indigestion and
flatulence. Wind used to press on the valves of
my heart to such an alarming degree that on
two occasions I fainted on the platform when
publicly speaking. Dietary and medicinal treat-
ment failed utterly until, on the recommendation
of a Professor at the Working Men's College,
Melbourne, I tried Mother Seigel's Syrup. My
taking it regularly after each meal I very soon
found relief, and have ever since been able to
enjoy all foods without inconvenience. My
age was effected about four years ago, when
I had consumed from six to eight bottles; but
one bottle was sufficient to afford me relief. I
have never ceased to praise the virtues of
Seigel's Syrup in the Colonies I visit as
commercial traveller, merely in gratitude for
the great benefit derived from it—for I have
no business connection whatever with its pro-
prietors. What I now say is quite unsolicited.
Curiously there is no other such potent and easy
remedy for all forms of indigestion." Such is
the testimony of an intelligent and experienced
man. Of indigestion it may be said, as was
said of fame, some inherit it, some achieve it,
and some have it thrust upon them (as in the
case of persons compelled to lead a sedentary
life); but all may eradicate it by following the
example of Mr. Blackie. [58]

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WATER to the Shipping, both for Dock and
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J. W. KEW,
Manager,
1st Floor, 37, Cannaught Road.
Hongkong, 18th June, 1903. [1703]

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**TELEGRAMS: "CARMICHAEL," HONGKONG.
A B C Code, 4th Edition
A 1 Code.
Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, 20th June, 1903. [1770]**

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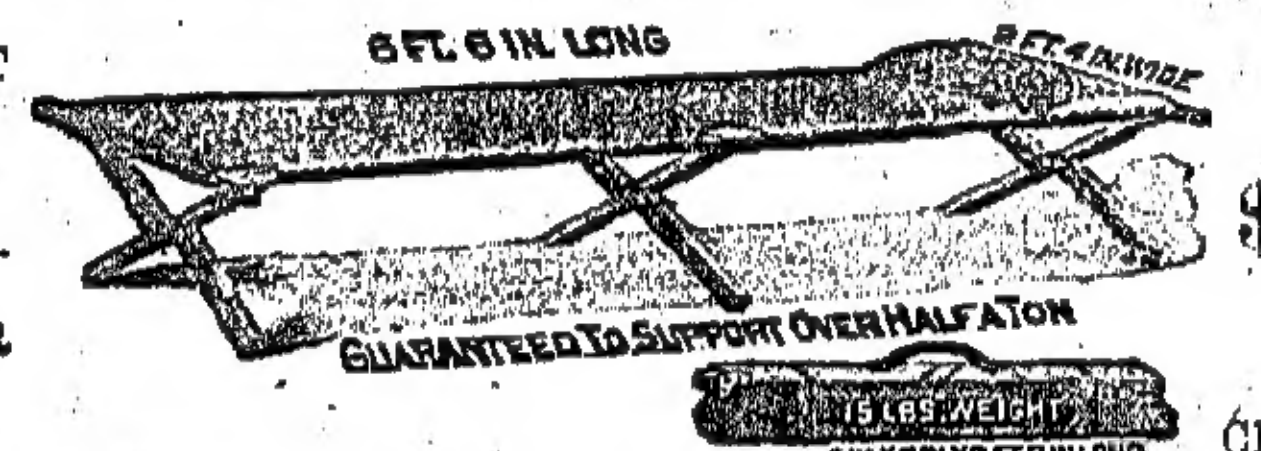
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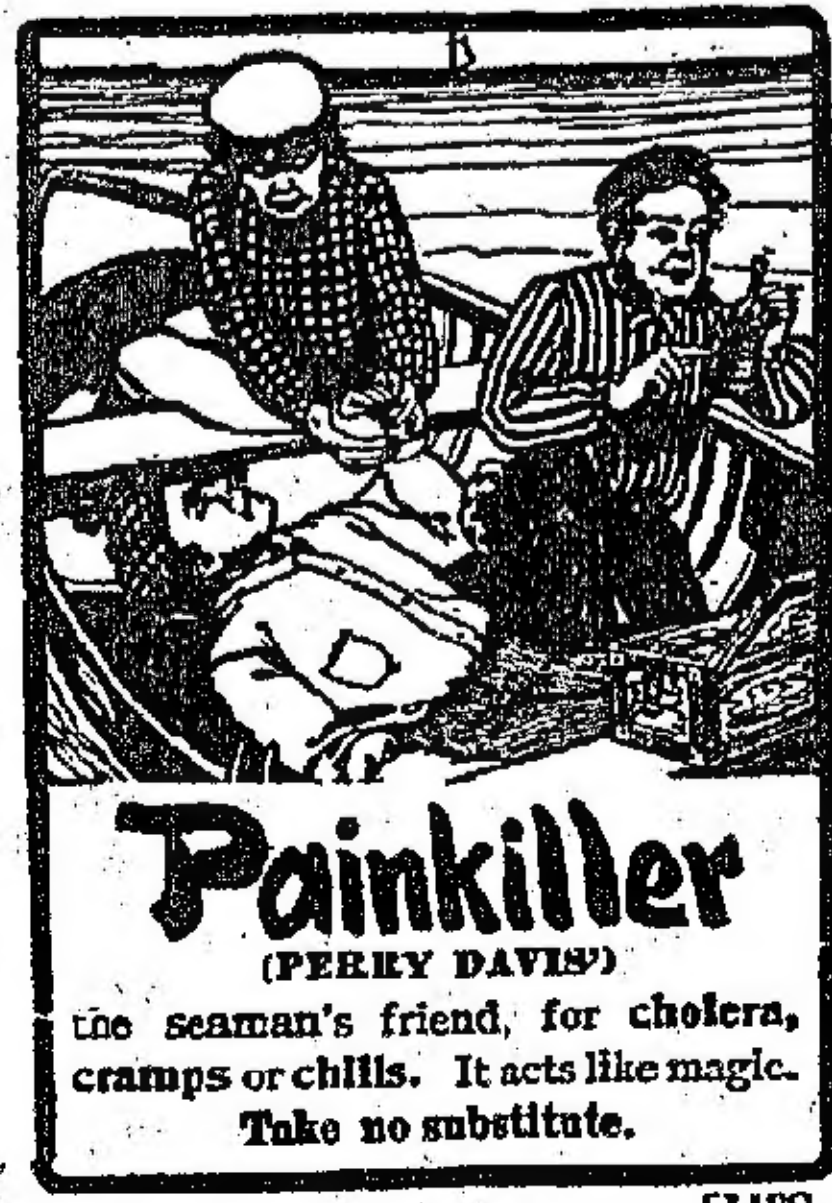
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N. INUZUKA, Manager, Hongkong.



[1132-3]

SHIPPING.

ARRIVALS.

July 8. ANPING MARU, Japanese str., 1,653, I. Goto, Kure and Amoy 6th July—
OSAKA SHOSHEN KAISHA.
July 8. MACHAO, British str., 4,274, G. W. Long, Liverpool and Singapore 3rd July, General—BUTTERFIELD & SWIRE.
July 9. AILSA CRAIG, British str., 2,186, A. D. Moody, Kure-Hiochi 4th July, Coal—M. B. KAISHA.
July 9. AMIO, German str., 822, J. Hansen, Hiochi and Hiochi 8th July, Catfish, Pigs and General—T. E. S. & Co.
July 9. AUR RIVER, British steamer, 1,835, W. H. G. McArthur, Sydney 16th June, Gen. ral—GUTH, LIVINGSTON & CO.
July 9. BISSO MARU, Japanese str., 3,870, F. Davies, Yokohama 27th June, General—NIPPON YUSEN KAISHA.
July 9. FABRANG, British str., 1,410, T. Mitchell, Chiofo and Swatow 8th July, General—JARDINE, MATHESON & CO.
July 9. KAGA MARU, Japanese str., 3,997, Geo. Anderson, Moji 5th July, General—NIPPON YUSEN KAISHA.
July 9. KANGA MARU, Japanese str., 2,368, W. E. Hunter, Thursday Island 30th June, General—NIPPON YUSEN KAISHA.
July 9. KONGSHANG, German str., 1,292, J. Spieson, Bangkok 2nd July, Rice and Wood—BUTTERFIELD & SWIRE.
July 9. MANILA, British str., 2,711, H. G. H. Lowen, Yokohama 29th June, General—P. & O. S. N. Co.
July 9. PRONTO, Norwegian str., 837, T. Seeborg, Newchwang 2nd July and Chiofo 3rd, Oil and Beans—E. A. T. & CO.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
9th July.
Dugmar, German str., for Chiochiang.
Fauang, British str., for Canton.
Hiochi, British str., for Swatow.
Karin, Swedish str., for Chiofo.
Pelehau, German str., for Swatow.
Tairum, British str., for Kobe.

DEPARTURES.

8th July.
BANCA, British str., for Yokohama.
9th July.
Dugmar, German str., for Chiochiang.
Fauang, British str., for Canton.
Hiochi, British str., for Swatow.
Karin, Swedish str., for Chiofo.
Pelehau, German str., for Swatow.
Tairum, British str., for Kobe.

VESSELS IN DOCK.

AT THE HARBOR MASTER'S OFFICE.
9th July.
K. W. L. DOCK—Sun Jangin, Chiochiang, Shantung, Hongkong.
COSMOPOLITAN DOCK—Devonport.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

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Captain Rensch, will be despatched for the above ports TO-DAY, the 10th inst., at 11 A.M.
For Freight or Passage, apply to
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Hongkong, 8th July, 1903.

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THE Steamship
"ATHOLL,"
Captain Porter, will be despatched for the above ports TO-DAY, the 10th inst., at Noon.
For Freight or Passage, apply to
J. S. VAN BUREN,
Superintendent.
Hongkong, 8th July, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
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"LEONGSANG,"
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This Steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light.
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Hongkong, 8th July, 1903.

FOR ILOILO.

THE Steamship
"NEIL MACLEOD,"
Captain Ugarde, will be despatched as above TO-MORROW, the 11th inst., at 10 A.M.
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BRANDAO & CO.,
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Hongkong, 9th July, 1903.

THE EAST ASIATIC COMPANY, LIMITED.

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Captain Kock, will be ready to load for the above ports on or about WEDNESDAY, the 15th inst.
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Hongkong, 2nd July, 1903.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, via SINGAPORE, &c.	MANILA	Brit. str.	H. G. H. Lowen	P. & O. S. N. Co.	To-day, at Noon.
LONDON	GLENGARRY	Brit. str.	W. R. Sumner	McGregor Bros. & Gow	14th inst.
LONDON, AC, via PORTS OF CALL	BALANARAT	Brit. str.	P. R. Sumner	P. & O. S. N. Co.	18th inst., at Noon.
LIVERPOOL	PELOTHUS	Brit. str.	W. R. Sumner	BUTTERFIELD & SWIRE	22nd inst.
MARSEILLES, COPENHAGEN, &c.	DIOMED	Brit. str.	W. R. Sumner	BUTTERFIELD & SWIRE	26th August.
MARSEILLES, LONDON &c., v. S. PORE, &c.	P. VALDEMAR	Dan. str.	Kock	MELCHERS & CO.	Quick despatch.
MARSEILLES, LONDON &c., v. S. PORE, &c.	BINGO MARU	Jap. str.	F. Davies	NIPPON YUSEN KAISHA	To-morrow, D. Light.
MARSEILLES, LONDON &c., v. S. PORE, &c.	E. SIMONS	Frean. str.	Dupuy Fromy	MESSAGERIES MARITIMES	14th inst., at 8 A.M.
MARSEILLES, LONDON &c., v. S. PORE, &c.	PELEUS	Brit. str.	W. R. Sumner	BUTTERFIELD & SWIRE	21st inst.
MARSEILLES, LONDON &c., v. S. PORE, &c.	TAMBA MARU	Brit. str.	J. W. Wale	BUTTERFIELD & SWIRE	25th inst., Daylight.
MARSEILLES, LONDON &c., v. S. PORE, &c.	STENTOR	Brit. str.	W. R. Sumner	BUTTERFIELD & SWIRE	18th August.
MARSEILLES, LONDON &c., v. S. PORE, &c.	DARFANUS	Brit. str.	W. R. Sumner	BUTTERFIELD & SWIRE	1st September.
MARSEILLES, LONDON &c., v. S. PORE, &c.	NESJIE	Brit. str.	W. R. Sumner	BUTTERFIELD & SWIRE	15th September.
MARSEILLES, LONDON &c., v. S. PORE, &c.	NUSSIE	Brit. str.	W. R. Sumner	BUTTERFIELD & SWIRE	23rd inst., at Noon.
MARSEILLES, LONDON &c., v. S. PORE, &c.	HAMBURG	Ger. str.	Burmeister	HAMBURG-AMERIKA LINIE	17th inst.
MARSEILLES, LONDON &c., v. S. PORE, &c.	WURZBURG	Ger. str.	v. Binzer	HAMBURG-AMERIKA LINIE	29th inst.
HAVRE & HAMBURG	BADENIA	Ger. str.	Ror	HAMBURG-AMERIKA LINIE	12th August.
HAVRE & HAMBURG	SITHONIA	Ger. str.	Hilbrand	HAMBURG-AMERIKA LINIE	28th August.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	Mayer	HAMBURG-AMERIKA LINIE	9th September.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	von Dehn	HAMBURG-AMERIKA LINIE	21st inst., P.M.
TRIESTE, &c., via SINGAPORE, &c.	TRIESTE	Aus. str.	Mecozzi	BRADLEY & CO.	About 10th inst.
NEW YORK, via PORTS & SUEZ CANAL	H. LERCHER	Rus. str.	W. R. Sumner	DODWELL & CO., LD.	About 15th inst.
NEW YORK, via PORTS & SUEZ CANAL	MACDUFF	Am. str.	H. N. Spieson	STANDARD OIL CO.	About 25th inst.
NEW YORK, via PORTS & SUEZ CANAL	VERONA	Am. str.	H. N. Spieson	STANDARD OIL CO.	About 25th inst.
NEW YORK, via PORTS & SUEZ CANAL	KENNEBEC	Brit. str.	Bahle	HAMBURG-AMERIKA LINIE	About middle Aug.
NEW YORK, via PORTS & SUEZ CANAL	ADAMIA	Brit. str.	Bahle	CANADIAN PACIFIC R. CO.	15th inst., at Noon.
NEW YORK, via PORTS & SUEZ CANAL	E. OF JAPAN	Brit. str.	Bahle	CANADIAN PACIFIC R. CO.	22nd inst.
VANCOUVER, via SHANGHAI, &c.	TARTAR	Brit. str.	Bahle	BUTTERFIELD & SWIRE	To-day.
VICTORIA (B.C.) & SEATTLE via S'hai, &c.	KAGA MARU	Jap. str.	Geo. Anderson	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
VICTORIA (B.C.) & SEATTLE via S'hai, &c.	RIJUN MARU	Jap. str.	N. Ohno	NIPPON YUSEN KAISHA	13th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE via S'hai, &c.	VICTORIA	Brit. str.	J. P. Craven	DODWELL & CO., LTD.	1st August.
VICTORIA (B.C.) & SEATTLE via S'hai, &c.	INDRAVELLI	Brit. str.	R. P. Craven	PORTLAND & ASIATIC CO.	14th inst.
YAWATA MARU	YAWATA MARU	Jap. str.	A. E. Moss	NIPPON YUSEN KAISHA	17th inst., at 4 P.M.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	A. E. Moss	BUTTERFIELD & SWIRE	27th inst.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	A. E. Moss	GIBB, LIVINGSTON & CO.	29th inst., at Noon.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	A. E. Moss	GIBB, LIVINGSTON & CO.	To-day, at 10 A.M.
MOI, KOBE, YOKOHAMA, HONOLULU, &c.	AWA MARU	Jap. str.	N. Trent	J. S. VAN BUREN	To-day, at Noon.
MOI, KOBE, YOKOHAMA, HONOLULU, &c.	KAGOSHIMA M.	Jap. str.	K. Kori	NIPPON YUSEN KAISHA	17th inst., Daylight.
MOI, KOBE, YOKOHAMA, HONOLULU, &c.	KAGOSHIMA M.	Jap. str.	K. Kori	NIPPON YUSEN KAISHA	21st inst., Noon.
MOI, KOBE, YOKOHAMA, HONOLULU, &c.	KAGOSHIMA M.	Jap. str.	K. Kori	NIPPON YUSEN KAISHA	To-morrow, Noon.
MOI, KOBE, YOKOHAMA, HONOLULU, &c.	KAGOSHIMA M.	Jap. str.	K. Kori	NIPPON YUSEN KAISHA	About 14th inst.
MOI, KOBE, YOKOHAMA, HONOLULU, &c.	KAGOSHIMA M.	Jap. str.	K. Kori	NIPPON YUSEN KAISHA	About 16th inst.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	A. E. Moss	OSAKA SHOSHEN KAISHA	12th inst.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	A. E. Moss	OSAKA SHOSHEN KAISHA	15th inst.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	A. E. Moss	OSAKA SHOSHEN KAISHA	To-day, at 11 A.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	A. E. Moss	OSAKA SHOSHEN KAISHA	To-morrow, 3 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	A. E. Moss	OSAKA SHOSHEN KAISHA	To-day.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	A. E. Moss	OSAKA SHOSHEN KAISHA	To-day, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	A. E. Moss	OSAKA SHOSHEN KAISHA	To-morrow, 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	A. E. Moss	OSAKA SHOSHEN KAISHA	To-day, at 4.30 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	A. E. Moss	OSAKA SHOSHEN KAISHA	To-morrow, 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	A. E. Moss	OSAKA SHOSHEN KAISHA	To-morrow, 11 A.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	A. E. Moss	OSAKA SHOSHEN KAISHA	15th inst.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	A. E. Moss	OSAKA SHOSHEN KAISHA	17th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	A. E. Moss	OSAKA SHOSHEN KAISHA	27th inst.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	A. E. Moss	OSAKA SHOSHEN KAISHA	15th inst.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	A. E. Moss	OSAKA SHOSHEN KAISHA	18th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	A. E. Moss	OSAKA SHOSHEN KAISHA	14th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	A. E. Moss	OSAKA SHOSHEN KAISHA	About 24th inst.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	A. E. Moss	OSAKA SHOSHEN KAISHA	14th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	A. E. Moss	OSAKA SHOSHEN KAISHA	14th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	A. E. Moss	OSAKA SHOSHEN KAISHA	27th inst., at 4 P.M.

FOR ODESSA.

THE Russian Steamer
"HERMANN LERCHER,"
1,578 tons, will be despatched for the above port on or about 10th July.
For Freight, apply to
BRADLEY & CO.,
Agents.
Hongkong, 3rd July, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 14th July, 1903, at 8 A.M., the Company's Steamship
"ERNEST SIMONS," Captain Dupuy Fromy, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via BOMBAY.

"This Steamer connects at COLOMBO with the s.s. 'Nera' which vessel takes on her Passengers and Mails, leaving that port on the 25th July, direct to Suez, Port Said and Marseilles."

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon only on Monday, the 13th July. Specie and Parcels received until 4 P.M. on the same day. No cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 1st July, 1903.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rabatino United Companies.)
STEAM FOR BOMEAY via SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.
(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA,"
Captain Maganzini, will be despatched as above on TUESDAY, the 14th inst., at 12 o'clock.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 8th July, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON.
THE Steamship
"GLENGARRY,"
Captain Willy, will be despatched as above on TUESDAY, the 14th July.
For Freight or Passage, apply to
McGREGOR BROS. & GOW,
Agents.
Hongkong, 25th June, 1903.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORT in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
NURNBERG ... HAVRE and HAMBURG ... On 17th July. Freight.
WURZBURG ... (Calling at Singapore and Penang) ... On 29th July. Freight & Passengers.
BADENIA ... (Calling at Singapore and Colombo) ... On 12th Aug. Freight.
SITHONIA ... (Calling at Singapore and Penang) ... On 28th Aug. Freight.
KONIGSBERG ... (Calling at Singapore and Colombo) ... On 9th Sept. Freight & Passengers.
ANDALUSIA ... (Calling at Singapore and Colombo) ... On 23rd Sept. Freight.
ARABIA ... NEW YORK, via SUEZ CANAL ... About middle of August.

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.
NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
BINGO MARU ... MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID ... SATURDAY, 11th July, at DAYLIGHT.
KAGOSHIMA MARU ... NAGASAKI, KOBE and YOKOHAMA ... SATURDAY, 11th July, at Noon.
HIOCHI MARU ... BOMBAY, via SINGAPORE and COLOMBO ... TUESDAY, 14th July, at Noon.
KAGA MARU ... VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA ... TUESDAY, 14th July, at 4 P.M.
AWA MARU ... KOBE and YOKOHAMA ... FRIDAY, 17th July, at DAYLIGHT.
YAWATA MARU ... SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ... FRIDAY, 17th July, at 4 P.M.
KAGOSHIMA MARU ... KOBE ... WEDNESDAY, 22nd July, at Noon.
TAMBA MARU ... MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID ... SATURDAY, 25th July, at DAYLIGHT.
KINSHU MARU ... BOMBAY, via SINGAPORE and COLOMBO ... MONDAY, 27th July, at 4 P.M.
RIJUN MARU ... VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA ... TUESDAY, 28th July, at 4 P.M.
KAGOSHIMA MARU ... KOBE and YOKOHAMA ... FRIDAY, 31st July, at DAYLIGHT.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via INLAND SEA OF JAPAN, MOJI, KOBE and YOKOHAMA FOR
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.
STEAMSHIP. TONS. CAPTAIN. TO SAIL ON.
"INDRAVELLI" ... 4,899 R. P. Craven ... July 14, 1903.
"INDRAPURA" ... 4,899 A. E. Hollingsworth ... August 14, 1903.
"INDRASAMBA" ... 5,197 W. E. Craven ... September 13, 1903.
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 16th June, 1903.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORT in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
NURNBERG ... HAVRE and HAMBURG ... On 17th July. Freight.
WURZBURG ... (Calling at Singapore and Penang) ... On 29th July. Freight & Passengers.
BADENIA ... (Calling at Singapore and Colombo) ... On 12th Aug. Freight.
SITHONIA ... (Calling at Singapore and Penang) ... On 28th Aug. Freight.
KONIGSBERG ... (Calling at Singapore and Colombo) ... On 9th Sept. Freight & Passengers.
ANDALUSIA ... (Calling at Singapore and Colombo) ... On 23rd Sept. Freight.
ARABIA ... NEW YORK, via SUEZ CANAL ... About middle of August.

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.
NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
BINGO MARU ... MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID ... SATURDAY, 11th July, at DAYLIGHT.
KAGOSHIMA MARU ... NAGASAKI, KOBE and YOKOHAMA ... SATURDAY, 11th July, at Noon.
HIOCHI MARU ... BOMBAY, via SINGAPORE and COLOMBO ... TUESDAY, 14th July, at Noon.
KAGA MARU ... VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA ... TUESDAY, 14th July, at 4 P.M.
AWA MARU ... KOBE and YOKOHAMA ... FRIDAY, 17th July, at DAYLIGHT.
YAWATA MARU ... SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ... FRIDAY, 17th July, at 4 P.M.
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RIJUN MARU ... VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA ... TUESDAY, 28th July, at 4 P.M.
KAGOSHIMA MARU ... KOBE and YOKOHAMA ... FRIDAY, 31st July, at DAYLIGHT.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
BINGO MARU ... MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID ... SATURDAY, 11th July, at DAYLIGHT.
KAGOSHIMA MARU ... NAGASAKI, KOBE and YOKOHAMA ... SATURDAY, 11th July, at Noon.
HIOCHI MARU ... BOMBAY, via SINGAPORE and COLOMBO ... TUESDAY, 14th July, at Noon.
KAGA MARU ... VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA ... TUESDAY, 14th July, at 4 P.M.
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KINSHU MARU ... BOMBAY, via SINGAPORE and COLOMBO ... MONDAY, 27th July, at 4 P.M.
RIJUN MARU ... VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA ... TUESDAY, 28th July, at 4 P.M.
KAGOSHIMA MARU ... KOBE and YOKOHAMA ... FRIDAY, 31st July, at DAYLIGHT.

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.
NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
BINGO MARU ... MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID ... SATURDAY, 11th July, at DAYLIGHT.
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KINSHU MARU ... BOMBAY, via SINGAPORE and COLOMBO ... MONDAY, 27th July, at 4 P.M.
RIJUN MARU ... VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA ... TUESDAY, 28th July, at 4 P.M.
KAGOSHIMA MARU ... KOBE and YOKOHAMA ... FRIDAY, 31st July, at DAYLIGHT.

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.
NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
BINGO MARU

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.		
FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"DIOMED"	On 16th July.
GLASGOW and LIVERPOOL	"HECTOR"	On 23rd July.
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCROW"	On 9th August.

HOMEWARDS.		
FROM	STEAMERS	TO
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.
MARSEILLES, LONDON and ANTWERP	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 18th August.
MARSEILLES, LONDON and ANTWERP	"DIOMED"	On 20th August.
MARSEILLES, LONDON and ANTWERP	"NESTOR"	On 1st September.
MARSEILLES, LONDON and ANTWERP	"MOYUNE"	On 15th September.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA.	"MACHAON"	On 11th July.
The s.s. "KEEMUN" left Victoria (B.C.) on the 26th ult. for Kobe and Hongkong.	"NINGCHOW"	On 10th August.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th July, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO
CEBU and ILOILO	"HUNAN"	On 10th June.
SHANGHAI	"KIUKIANG"	On 11th July.
SAMARANG and SOERABAYA	"SHANTUNG"	On 15th July.
MANILA	"SUNGKIANG"	On 18th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 27th July.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th July, 1903.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

R.M.S.	Tons	WEDNESDAY	15th July.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY	22nd July.
"TARTAR"	4,425	WEDNESDAY	29th Aug.
"EMPERESS OF CHINA"	6,000	WEDNESDAY	12th Aug.
"ATHENIAN"	3,882	WEDNESDAY	26th Aug.
"EMPERESS OF INDIA"	6,000	WEDNESDAY	23rd Sept.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY	7th Oct.
"TARTAR"	4,425	WEDNESDAY	21st Oct.
"EMPERESS OF CHINA"	6,000	WEDNESDAY	4th Nov.
"ATHENIAN"	3,882	WEDNESDAY	18th Nov.
"EMPERESS OF INDIA"	6,000	WEDNESDAY	1st Dec.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY	15th Dec.
"TARTAR"	4,425	WEDNESDAY	30th Dec.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given advice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARRIAGES and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent.
London Agents.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO	REMARKS.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	"H.G.H. Lewin, R.N.R."	Noon 10th	Freight and Passage.
YOKOHAMA, via SHANGHAI, MOI and KOBE (Passing through the Inland Sea)	"J. D. Andrews, R.N.R."	July	Freight and Passage.
SINGAPORE, COLOMBO and BOMBAY	"C. E. Longden, R.N.R."	Noon, 13th	Freight only.
SHANGHAI	"A. L. Valentini"	About 16th	Freight only.
LONDON, &c.	"BALLAARAT"	July	See Special Advertisement.
SINGAPORE, COLOMBO and BOMBAY	"M. R. Summers"	About 24th	Freight only.

For further Particulars, apply to

D. E. BROWN, Superintendent

Hongkong, 10th July, 1903.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"LIGHTNING,"
Captain J. G. Spence, will be despatched for the above ports on TUESDAY, the 14th inst., at Noon.

For Freight or Passage, apply to
DAVID SASSOON & CO., LD.
Agents.
Hongkong, 8th July, 1903. [1943]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Company's Steamship

"YARRA."
Captain Sollier, will be despatched for the above ports on or about TUESDAY, the 14th inst.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 7th July, 1903. [2]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILL OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"BALLAARAT,"
Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 18th JULY, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 7th July, 1903. [1]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, COLOMBO, BOMBAY, KALACATI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"TRIESTE,"
Captain Mecozzi, will be despatched as above on TUESDAY, the 21st inst., at 4 p.m.

For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Prinsep Building.
Hongkong, 1st July, 1903. [3]

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.
(With liberty to call at Philippine Ports.)

THE Steamship

"KENNEBEC,"
will be despatched as above on or about the 25th inst.

For Freight and further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department,
Agents.
Hongkong, 3rd July, 1903. [1915]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"VERONA."

Captain H. N. Spiesen, will be despatched as above on or about SATURDAY, the 25th JULY.

For Freight, &c., apply to
SHEW, N. TOMES & CO.,
General Agents.
Hongkong, 7th July, 1903. [1883]

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DAILY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 4th July, 1903. [1904]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain Samuel Bell Smith.

DAILY Departure from Hongkong to Macao at 7.30 a.m., from Macao to Hongkong at 2 p.m., Sunday included.

1st Class Fare (including cabin and servant), 35; return ticket, \$5.
2nd Class, \$1.50; return ticket, \$2.50.
3rd Class, \$1.
Storage, 30 cts.

Superior cabin accommodation. Wharf is Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.
For Freight, &c., apply to—
SAM WANG & CO., LD.,
21, Queen's Road Central.
Hongkong, 29th April, 1903. [94]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"AUSTRALIAN,"
Captain W. G. Macarthur, will be despatched as above on WEDNESDAY, the 29th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.
The Steamer is installed throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.
To ensure the additional comfort of passenger, the Steamer of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 3rd July, 1903. [1912]

HONGKONG AND MACAO LINE.

THE Steamship

"PAK KONG,"
Captain W. Moore-Mason, leaves Hongkong daily at 7 a.m., and leaves Macao daily about 2 p.m.

1st Class fare \$1.00 single
2nd Class fare 50 cents
3rd Class fare 20 cents
Meals on board \$1.00.

Special trip every Sunday, leaving Hongkong at 8 a.m., Macao 5.30 p.m.

KWONG WAN STEAMBOAT CO.
Hongkong, 3rd July, 1903. [1811]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"
951 Tons, Captain A. Murphy, will leave for Canton at 8 p.m., on SUNDAYS, TUESDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 8 a.m., Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Meals, \$1 each.
Cargo Freight very moderate.
J. TREVOUX & CO.,
No. 128, Colaba Road Central.
Hongkong, 30th June, 1903. [1751]

NATAL LINE OF STEAMERS.

THE undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION Co.'s fortnightly service to Cape Town. Sailing from CALCUTTA for CAPE TOWN every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August 1902. [8]

NOT RESPONSIBLE FOR DELAYS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour—
ALCIBES, British ship, Dart—Standard Oil Co. Dynamite, Swedish ship, A. P. Larsson—Jardine, Matheson & Co.
KENTMERE, British 4-m. barque, T. E. Burch—Standard Oil Co.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship

"PALAWAN,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignee will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 9 a.m. To-morrow, the 8th inst.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 7th July, 1903. [1]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH,"
OF THE NORDDEUTSCHER LLOYD.

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed at a stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 a.m., To-day, the 8th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 15th July, at 2.30 a.m.

All Claims must reach us before the 18th July, or they will not be recognized.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD.
MELCHER, S. & CO.,
Agents.
Hongkong, 8th July, 1903. [5]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MOGUL,"
FROM LIVERPOOL, MIDDLESBRO' AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, To-morrow, the 8th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 3 p.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.
Hongkong, 7th July, 1903. [1901]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENGYLE,"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignee will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 14th inst., will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognized.

McGREGOR BROS. & GOV.
Hongkong, 8th July, 1903. [1905]

HIGH-CLASS CHRISTMAS

CAKES, decorated ... from \$1.00
Plain Christmas Cakes ... 0.30
German Sand Cakes ... from \$1 to \$5.00
Assorted Pastry Cakes ... per dozen 0.60
Scotch Buns ... from 1.50
Preserved Stollen ... from 2.00
Mince Pies ... per dozen 2.40
Chicken and Ham Pies ... from 3.00
Chicken and Ham Patties ... 2.40
Game Pies ... from 5.00

Chris mas Puddings &c., to Order.
Please apply to WEISMAN & CO., 142, Praya East, ANGLO-AMERICAN STORES, 64, Elgin Road, or ROYAL BEATED WATER DEPOT, 100, House Street.
Hongkong, 19th December, 1901. [117-1]

THE "ZAFIRO" CASE.

A REPRINT OF "THE 'ZAFIRO' MYSTERY" Case in pamphlet form is now on sale. Copies may be obtained for cash, \$1 each, at the Office of the "Daily Press," Hongkong, 29th May, 1903. [156]

VEWS OF HONGKONG

OR
ILLUSTRATED POST CARDS
Colonial, White-Away Cards, &c.,
For Sale at GRACA & CO.'s Stall at HONGKONG HOTEL CORRIDOR.

Also
Used and Unused Foreign and Colonial POSTAGE STAMPS
in Sets, Packets or Single. King Edward VII. Albums. Catalogues, Hinges, &c., &c., &c.
Inspection invited.
Hongkong, 12th June, 1903. [1113]

UNTouched BY HAND.

MELLIN'S
FOOD

For INFANTS and INVALIDS.

MELLIN'S FOOD is free from Starch
When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

61

HOPS
MALT
BEER
RAINIER

A. S. WATSON & CO., LD.

HONGKONG AGENTS.

[595-1]

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